## PLAN OF THE NEW NEW YORK BRIDGE.

eath of Mr. R. T. Pollard-St. Bernard Dogs Arrive-The Revolution in Hayti. Metropolitan Matters.

NEW YORK BUREAU RICHMOND TIMES, June 8, 1891.

It is reported from Chicago that a great new railroad scheme is on foot which in cludes a new line of steamers. The plan is to connect Lake Superior with the Atlantic ocean, the terminal being Duluth and Norfolk, Va. One of the connecting links of the railroad-the Columbus, Lima and Milwaukeehas just been bought. Instead of running it to South Haven or Holland it will be extended to Muskegon, and the line of steamers will ply between Muskegon and Duluth.

The corporation managing the whole scheme is the Duluth South Shore and Atlantic railroad.

THE NEW BRIDGE.

THE NEW BRIDGE.

The commissioners appointed for the purpose of organizing the New York and New Jersey Bridge Company, a corporation empowered by charters from the States of New York and New Jersey to build and maintain a bridge across the Hudson river opposite New York city, met to-day to arrange preliminary details. The companies are entitled to issue for value \$20,000,000 of stock and \$40,000,000 of bonds secured by mortgage on all property and franchises. The bridge is to be located from the terminal at Seventy-first street and Eleventh avenue, this city, and at a point on the New Jersey shore opposite the New York pier. The approach on the New York side will start from a union depot at Broadway and Thirty-eighth street. The New Jersey approaches will connect with all the railroads on that side of the river, and a second New York approach will run north along the river to Harleyn then across Harlein as second New York approach will run north along the river to Harlem, then accoss Harlem river and east to connect with all the railroads north of the city on the New York side.

DEATH OF MR. POLLARD. Announcement was made on the Cotton Exchange to-day of the death of Mr. R. T. Pollard, of the firm of R. T. Pollard & Co., formerly Pollard & Pettit, of Broad street. Pettit is the man who was shot by Mrs. Southworth last year.

Three large and beautiful St. Bernard dogs arrived from Liverpool for Colonel Jacob Ruppert, of Governor Hill's staff. The ages of the dogs are eleven months, two years and three years. They are fox-colored, with a

three years. They are fox-colored, with a white band around the neck. The three-year-old stands about three feet high. It is understood that Mr. Ruppert paid \$12,000 for the THE HAYTIAN REVOLUTION.

The Dutch steamer Oranje Nassau, which arrived at this port this morning, having left Port-Au-Prince June 2d, reports that Mr. Frederick Douglas, United States Minister to Hayti, was expected to sail by this steamer, but owing to the excitement at Port-Au-Prince he decided to postpone his departure until next month. The Granje Nassau brings the first definite information of the late insurrection in Hayti. The fact is Nassau brings the first definite information of the late insurrection in Hayti. The fact is now made known that the uprising was of a serious character, and for a time threatened important consequences, but the government repressed the rebellion by prompt and stern measures. The insurrectionists stormed public buildings to be the price and liberated party with the consequence. in Port-Au-Prince and liberated many prisoners, who took up arms against the Government. The latter's troops, however, gained the victory and a number were executed.

Mr. N. B. Walker, a well known resident of

Mr. N. B. Walker, a well known resident of Port-au-Prince, is a passanger by the Oranje Nassau. He states that there is considerable excitement in that city. Martial law has been declared. Some sixty persons had been shot on May 28th. Hippolyte has everything in his own hands, and the killing goes on at the rate of two or three persons every day. THE NEW MORNING DAILY.

For some time vague rumors have been ating around that Colonel John A. Cockerill was about to make another journalistic ven-ture. These rumors assumed a definite shape when it was announced that he had purchased when it was announced that he had purchased the plant of the Daily Continent, and that another morning newspaper would be added to the already long list of journals in the metropolis. The new enterprise made its first bow to the public this morning under the title of the Morning Advertiser, a one cent Democratic paper. It will be issued hereafter as the morning edition of the Commercial Advertiser. The latter paper will be issued the same as usual.

New York will be blessed with a superabundance of fine California fruit this sum-mer. Already there are indications of a sharp competition between the California products and those of Delaware and New Jersey. Lost year 747 carloads came from the Golden year 747 carloads came from the Golden Gate, and it is confidently predicted that over 1,000 cars, or 2,000,000 pounds will be unloaded here this season. The peach crop of the East, which was a failure last year, will be nnusually large, and the probabilities are that fruit lovers will be able to get the finest fruit for less money than has been paid before. WOES OF LANDLORDS,

New York landlords resort to all sorts of inducements to secure desirable tenants for their apartment houses. Formerly two weeks free rent was considered quite a conweeks free refer was considered dute a con-cession, but now one or even two months are thrown in to get a desirable tenant on a lease. Steam heat, electric bells, elevators, telephones, and awnings are common at fair rentals in the better class of flats Among the novelties offered are flats where all the coal and fuel needed where all the coal and thei needed are furnished free, thus doing away with a common cause of quarrel with janitors suspected of using the tenants' fuel. In some the gas bills and ice bills are paid by the landlords, and stationary mirrors and ice boxes still farther reduce the tenants' expenses. A genius on the west side has filled penses. A genius on the west side has filled his row of moderate price flats by allowing each family the free use of a piano. NEW NAVY BUILDING.

The construction of a large and substantial The construction of a large and substantial building for the storage of coal for Uncle Sam's warships has just been commenced at the navy-yard, under orders from Secretary Tracy. The building, which will stand on what is known as the North wharf, will have a storage capacity of some 5,000 tons of coal, and will be provided with a \$15,000 automatic coaling apparatus for hostingthe coal or forced in face of the first standard and will be provided with a \$15,000 automatic coaling apparatus for hostingthe coal or forced by first standard and the st coaling apparatus for hoisting the coal up from the storage vaults and transmitting it to the coal-bunkers of the ships. This apparatus will do away with the necessity of coaling by lighter, which has caused so much trouble lighter, which has caused so much trouble and delay in equipping the ships in the past, and will leave much more room for other purposes. It will also provide the yard with an poses. It will also provide the yard with an poses. It will also provide the yard with an efficient coaling station, a thing it has heretofore had only in name.

At the recent meeting of the American Bible Society grants were made to the value of about \$182. Appropriations of funds were also made amounting in the aggregate to \$55.575.22, including a grant to the board of the Reformed Church, for its Arcot Mission; to the American board, for Bible work in Spain; to the Missionary Society of the Methodist Episcopal Church, for Bible work in Germany and Switzerland; to the Russian Bible Society, for colportage work in Siberia; to the Evangelical Society of Geneva; to the committee of avangelization of the Waldensian Church, and to the Society's La Plata, Venezuela, Persia, China and Russia agencies. The issues from the Bible house during May were 72,348 volumes. The number since April 1st was 167,549 volumes. GRANTS AND APPROPRIATIONS.

THE TAXING OF STOCK.

If the present system of taxing stock companies continues in New York there is practically no limit to the amount of capital which will be driven out of the State to escape payment of the exorbitant fees which are now levied. Over \$400,000,000 of capital has been organized under the State laws of New Jersey since the present system was inaugurated in New York. It may not be generally known that the Hoffman House, which is a stock company, is actually doing business under the laws of the State of New Jersey. But it is so, and the reason is that the tax here is too high. If the tax commissioners succeed in collecting the enormous revenue which they assess against the large and wealthy cerporations of this city there would seem to be some logic in the arrangement. As itetands now thay not only

do not collect it, but they are willing to com-promise on anything they can get in reason. It is a curious illustration of the effect of "hay seed" legislation on New York city affairs. One seed" legislation on New York city affairs. One of the commissioners put the matter rather tersely the other day when he said that if some of the law-makers were tax-payers it might be reasonable to expect a new revision in this matter.

in this matter.

EDWARD ALFRIEND'S NEW PLAT.

The four-act romantic drama called "The Louisiana," written by Mr. Edward M. Alfriend, of Richmond, Va., was performed at a matines on last Thursday afternoon at the Madison Square Theatre. The audience was composed chiefly of actors. The text of the play is smoothly written in unimaginative but flowery prose. The merits of the work were purely theatrical. The story is as follows: Louis St. Armand is a Creole. He loves the daughter of the American Governor Clairbourne of Louisiana. Both his father and the girl's oppose the marriage, and a French adventuress claims to be his wife. In Faris an English soldier, who loves Miss Claibourne and believes St. Armand to be a married man, challenges the Creole because of his attentions to the Governor's daughter. A duel is fought, and St. Armand falls. A surgeon says he is fatally wounded. The report of his death reaches Miss Claibourne. In the next act, of course, St. Armand recovers and gets rid of the adventuress, who is a very dangerous women. This woman finds herself trapped and tries to kill St. Armand, and failing in that she kills herself. St. Armand renews his attentions to Miss Claibourne, and a reconciliation follows.

RALLBOAD EARNINGS. EDWARD ALFRIEND'S NEW PLAY.

RAILBOAD EARNINGS. Earnings Richmond and Danville system, fourth week in May, 1891, \$247,400, 1890, \$234,-985; increase, \$12,415. Month of May, 1891, \$1,054,900; 1890, \$973,100; increase, \$81,800.

From Freedom to Bondage.

\* \* \* Instead of the selfishness of the employing classes and the selfishness of comemploying classes and the selfishness of com-petition we are to have the unselfishness of a mutually-aiding system. How far is this unselfishness now shown in the behavior of working-men to one another? What shall we say to the rules limiting the number of new hands admitted into each trade, or to the rules which hinder ascent from inferior rules which hinder ascent from inferior classes of workers to superior classes? One does not see in such regulations any of that aitruism by which socialism is to be pervaded. Contrariwise, one sees a pursuit of private interests no less keen than among traders. Hence, unless we suppose that men's natures will be suddenly exalted, we must conclude that the pursuit of private interests will sway the doings of all the component classes in a socialistic society.

the doings of all the component classes in a socialistic society.

With passive disregard of other's claims goes active encroachment on them. "Be one of us or we will cut off your means of living" is the usual threat of each trades union to outsiders of the same trade. While their members insist on their own freedom to complement of the rates at which they will work members insist on their own freedom to com-bine and fix the rates at which they will work (as they are perfectly justified in doing) the freedom of those who disagree with them is not only denied, but the assertion of it is treated as a crime. Individuals who main-tain their rights to make their own contracts are vilified as "blacklegs" and "traitors," and meet with violence which would be merciless were there no legal penalties and no police. Along with this trampling on the were there no legal pennities and no polices.

Along with this trampling on the liberties of their own class there goes peremptory dictation to the employing class; not prescribed terms and working arrangements only shall be conformed to, but none save those belonging to their body shall be employed—nay, in some cases, there shall be a stable if the employer carries on transactions. ployed—nay, in some cases, there shall be a strike if the employer carries on transactions with leading bodies that give work to non-union men. Here, then, we are variously shown by trades unions, or at any rate by the newer trades unions, a determination to impose their regulations without regard to the rights of those who are to be coerced. So complete is the inversion of ideas and sentiments that maintenance of these rights is rements that maintenance of these rights is re-garded as vicious and trespass upon them as

virtuous. Along with this aggressiveness in one direction there goes submissiveness in another direction. The coercion of outsiders by unionists is paralleled only by their subjection to their leaders. That they may conquer in the struggle they surrender their individual liberties and individual judgments and show no resentment however dictatorial may be the rule exercised over them. Everywhere we see such subordination that bodies of workmen unanimously leave their work or return to it as their authorities order them. Nor do they resist when taxed all around to support strikers whose acts they may or may not an-Along with this aggressiveness in one distrikers whose acts they may or may not approve, but instead ill treat recalcitrant me bers of their body who do not subscribe. \* \* \* HEFBERT SPENCER.

Revolution in Steam Navigation. A new and interesting experiment in marine propulsion is to be tried soon in New York burbor. We allude to the new water jet boat invented by Dr. Walter M. Jackson, of New York. The vessel is 100 feet long, 100 tons burden, with a boiler intended to yield 1,500 burden, with a boiler intended to yield 1,500 pounds high pressure, applied to Worthington pump, and used to eject a small stream of water—a three-quarter inch jet—from the stern post at the keel line. The water is to issue under the enormous pressure of 2,500 p unds to the square inch, and a speed of between thirty and forty inless an hour is expected by the owners—a velocity for in excess of any other craft afloat. The stern water jet issues from a fancet which takes the water jet issues from a faucet which takes the place of a rudder. The faucet is operated by a lever in the pilot-house. A jet pipe also ex-tends from the main pump to the bow, where a similar fancet is located, also connected with the pilot-house lever. Thus the pilot has ab-solute control of the vessel. By simply mov-ing the lever the boat can be instantly started, turned, stopped, backed, or made to spin around on its axis like a top. All this without stopping the driving-pump. No jarring, noise or vibration is felt, even at the highest speed. The new boat is named the Evolution. but, perhaps, a better common would be the Great Expectation, for the promoters are sanguine the little vessel is the precursor of a grand and rapid revolution in the art of steam navigation. They are confident the days of common marine engines and propellers are numbered, and will soon be thrown out of all first-class ships as old iron, and the diminutive water jet substituted. A large saving in space, greater economy in fuel, increased safety, improved comforts for passengers are mentioned as a few of the important results that will attend this outflow of high pressure water. - Scientific American.

Woe! Woe! Unutterable Woe. Why endure it daily, nightly, we had wellnigh said, hourly. They do who are tortured by chronic rheumatism. The remedy, botanic, pure, safe and prompt, is at hand. Were the evidence in behalf of Hostetter's Stomach Bitters collated, it would be found to teem with well-authenticated proofs that the medicine is both a preventive and a remedy in this malady of varying agonies and ever-present danger. To forestall its chronic stage is the dictate of prudence. Renounce dangerous medication. Far more effective, more certain, more permanent in the beneficent consequences, is the use of the litters. Experience inderses, the recommendation of physicians sauction its use. Begin early, use with persistence and expect relief. Hoststter's Stomach Bitters relieves constipation billiousness, kidney ailments, dyspepsia and malarial trouble.

HICKOR'S NO. 1, H. D. C., FIG. AN CAROLINE SUN-CURED ARE PURE, CLEAN AND CHOICE SUN-CURED TOBACCOS. TRY THEM.

Children Cry for Pitcher's Castoria.

No one ever tried Simmons Liver Regula-tor without being satisfied with its effect,

Children Cry for Pitcher's Castoria.

Piles Piles! Itching Piles. Symptoms: Moisture: intense itching and stinging; most at night; worse by scratching. If allowed to continue tumors form, which often bleed and ulcerate, becoming very sore. Swayne's ointment stops the itching and bleeding, heals niceration, and in most cases removes the tumors. At druggists, or by mail, for 50 cents. Dr. Swayne & Son. Philadelphia.

HICKOK'S NO. 1, H D. C., FIG. AND CAROLINE SUN-CURED ARE PURE, CLEAN AND CHOICE SUN-CURED TOBACCOS. TRY THEM,

For Over Fifty Years

Mrs. Winslow's Soothing Syrup has been used for children teething. It soothes the child, softens the gums, aliays all pain, cures wind colic, and is the best remedy for diarrhea. Twenty-five cents a bottle.

HICKOK'S NO. 1, H. D. C., FIG. AND CAROLINE SUN-CURED ARE PURE, CLEAN AND CHOICE SUN-CURED TOBACCOS. THY THEM.

AUCTION SALES. This Day.

By John T. Goddin, Beal Estate Agent and Auctioneer, Bank and Eleventh streets.

COMMISSIONERS AUCTION SALE OF A VALUABLE FRAME STORE ON THE NORTHWEST CORNER OF JAMES AND GREEN STREETS, FOUR DESIRABLE BRICK.

AND FRAME DWELLINGS ADJOINING, FRONTING ON WEST SIDE OF JAMES STREET, AND TWO SMALL FRAME DWELLINGS ON NORTH SIDE OF GREEN STREET; ALSO, LOT IN REAR PRONTING ON A 29-FOOT ALLEY, WITH A FRAME STABLE THEREON.—By virtue of a decree of the Circuit Court of the county of Henrico entered on the 19th day of March. 1891, in the case of Boze vs. Spurlock and als., and Leidy vs. Spurlock and als., the undersigned, special commissioners, will sell at public auction, on the premises, on TUESDAY, JONE 9, 1891.

TUESDAY, JONE 9, 1891.

TUESDAY, JONE 9, 1891.

commencing at 5 o'clock P. M.: First, that valuable FRAME. STORE on the northwest corner of James and Green streets, fronting on James street 16 feet 2 inches, and running back 96 feet to an alley. Second, FRAME DWELLING adjoining above, fronting on James street 24 feet 7 inches, and running back 96 feet to an alley. Third, BRICK DWELLING adjoining above, fronting on James street 24 feet 7 inches, and running back 96 feet to an alley. Fourth, IWO-STORY FRAME DWELLING adjoining above, fronting on James street 18 feet, and running back 96 feet to an alley. Fourth IWO-STORY FRAME DWELLING adjoining above, fronting on James street 18 feet, and running on James street 17 feet 5 inches, more or less, and running back 96 feet to an alley. Sixth, SMALL TWO-STORY FRAME DWELLING on north side of Green street, adjoining a 20-foot alley and in rear of above-described store, fronting 28 feet 2 inches, and running back 66 feet. And eighth, A LOT in roar of the two last-described pieces of property, fronting on a 20-foot alley about 34 feet, and running back towards James street 54 feet to an alley, with a FRAME STA-BLE thereon.

This PROPERTY, occupied by good tenants,

street 54 feet to an aney, while BLE thereon.

This PROPERTY, occupied by good tenants, and located so near to the grain-elevator and Chesapeake and Ohio railway-shops, will pay Chesapeake and Ohio railway-shops, will pay
well as an investment.

TERMS: One-third cash: balance in six and
twelve months for negotiable notes, interest
added, and title retained until all the purchase
money is paid and a conveyance ordered by the
Court.

EDMUND WADDILL, Ja.,
JOHN RUTHERFOORD,
HARVEY WILLSON,
J. SAMUEL PARRISH,
L. O. WENDENBURG,
Special Commissioners.

COUNTY OF HENRICO-TO WIT: County of Hexalico—To WIT:

I. W. S. Leake, clerk of the Circuit Court of
the county of Henrico, do certify that bond has
been executed by Special Commissioners Edmund Waddill, Jr., John Rutherfoord, Harvey
Willson, J. Samuel Parrish, and L. O. Wendenburg, required by decree in the causes "Boze va.
Spurlock," "Wendenburg vs. Spurlock," and
"Leidy vs. Spurlock," entered on the 19th day of
March, 181 March, 1891. Given under my hand this 21st day of March, W. S. LEAKE.

BY VIRTUE OF A DEED OF TRUST EXE-cuted to me on the 21st day of October, 1890, recorded in Deed Book 183 B., p. 84 in the Clerk's office of Henrico County Court, default having been made in the payment of two notes secured by said deed, and at the request of the note-holder, I shall offer for sale on the prem-

note-holder, I shall offer for safe on the pressives on TUESDAY, the 9th day of June, 1891, at 6 o'clock P. M., the property conveyed in said deed, consisting of about TWENTY ACRES OF LAND in the County of Henrico, on the New North road.

TERMS: Cash \$2,071.70, and the expenses of sale, and as to the residue the purchaser paying at such dates and for such sums as will satisfy the notes secured by said deeds of trust as they fall due, except the first two, and all excess of the purchase money to be payable at they rail due, except the first two, and all excess of the purchase money to be payable at two years from the day of sale, but the purchaser may anticipate and pay the whole purchase money in cash if he so elects.

je3-5t CON. R. SANDS, Trustee.

AUCTION SALES\_Future Days.

By R. B. Chaffin & Co., Real Estate Auctioneers, No. 1 N. Tenth Street

TRUSTEE'S SALE. THAT SPLENDID JAMES RIVER FARM, "MOUNTAIN VIEW,"

AT AUCTION. GOOD BRICK DWELLING AND OUT-HOUSES, WITH MAGNIFICENT VIEW

AND 548 ACRES OF LAND. By virtue of a deed of trust from M. B. Davis and wife, dated February 15, 1828, recorded in Albemarie County Court, D. B. 89, p. 351, and at request of the beneficiary, default having been made in payment of the debt secured, I will sell by public auction, on the premises, on

WEDNESDAY, JUNE 10, 1891, at 1 o'clock P. M., the land described therein as Mountain View tract and one-half interest in the McLain tract. The Mountain View tract has been divided

The Mountain View tract has been divided into three parcels, as follows:

First lot (B) contains 67 8-10 acres low grounds and 294 acres high lands, with the buildings on this lot, and also good orchard.

Second tot (C) contains 52 5-10 acres low grounds and 83 21-100 acres high lands.

Third lot (D) contains 67 3-10 acres low grounds and 73 5-10 acres high lands.

The McLain tract contains about 25846 acres, and the one-half interest to be sold say about 1886 acres.

and the one-half interest to be sold say about 128% acres.

The Mountain View tract contains 548 acres, more or less, and will be offered in parceis as allowe divided and also as a whole, in order to obtain the best price. The James river branch of the Chesapeake and Ohio railroad passes up the beautiful valley at the base of the hill on which the dwelling is located, thus affording a grand view of the surrounding country, the river and the passing trains. It is only a few hours ride to litchmond, and will make a delightful and convenient country home for any city gentleman.

Lattice desiring to attend the sale can leave Bichmond on the morning train and return in

Bichmond on the morning train and return in the evening. (all on the trustee or auctioneers the evening. Call on the trustee or auctioneers for further particulars.

Thams: Cash as to expenses of sale and to pay a debt of \$8.551.13, with interest from February 15, 1885, subject to a credit of \$219.27, evidenced by one bond, and the balance on terms to be announced at the sale.

R. B. CHAFFIN, Trustee.

R. B. CHAFFIN, Trustee.

my13,23,29 le3.9

By Chewning & Rose, Real Estate Agents, Auctioneers and Brokers, Office No. 6 north Tenth street.

TRUSTEE'S SALE OF TWO BUILDING LOTS
ON THE EAST SIDE OF THIRTY-SECOND
STREET BETWEEN R AND STREETS.—By
virtue of a deed of trust from Mary L. Howell
and J. H. Howell to the undersigned as trustee.
dated 4th day of March. 1880, of record in the
clerk's onice of Henrico County Court, in deed
book 120 A. page 161. default having been made
in the payment of the note thereby secured, and
being required so to do by the holder thereof,
I will sell by auction, upon the premises, on
FRIDAY, THE 12TH DAY OF JUNE, 1891. FRIDAY, THE 12TH DAY OF JUNE, 1891,

at 6 o clock P. M., 40 by 124 feet of land to an alley 16 feet wide, and designated as lot No. 19, and the northern ten feet of lot No. 20, anare

"E. Galway."

TERMS: Cash as to expenses of sale and a note of \$134, with interest thereon from the 4th March. 1891. The residue as may be named by said Mary E. Howell at time of sale.

EDWARD S. 1 OSE, Trustee.

CHEWNING & ROSE, Auctioneers. je 7-td

By Wilkinson, Register & Co., Bankers, West Point, Va.

TRUSTEE'S AUCTION SALE

A LARGE NUMBER OF IMPROVED AND UNIMPROVED LOTS

THE TOWN OF WEST POINT, VA.

By virtue of a deed of trust from P. H. Adams and wife to Thomas P. Bagby, dated September 7, 1889, and of record in the cierk's office of king William County Court in Deed-Book 8, page 7, the undersigned, as substituted trustee, and being directed by the beneficiary so to do, default having been made in the paymant of a part of the debt thereby secured, will sell by auction in front of our banking-house, on

SATURDAY, JUNE 13, 1891, Beginning at 12 o'clock M., a large number of IMPROVED AND UNIMPROVED LOTS. The improved lots are Nos. 150, 186, 280, 289, 944, 945 and 1,104; the unimproved being too numerous to itemize. Do not fail to avail yourselves of this chance. There is money in West Point property.

TERMS: One-third cash; the balance at six and twelve months, with interest from day of sale; negotiable notes to be given for deferred payments, secured by deed of trust upon the property sold. Titles perfect.

je2-td H. R. POLLARD, Trustee.

## SCREENS.

THE BEST ONLY.

PAINT AND GLASS DEPARTMENT. SOL J. BINSWANGER 213 EAST BROAD STREET.

AUCTION SALES\_Future Days. By Frank D. Hill & Co., Real Estate Auctioneers.

VERY ATTRACTIVE AND VALUABLE PROPERTY AT BON AIR,

EIGHT MILES FROM RICHMOND,

CONSISTING OF

THE GROUNDS WHERE THE HOTEL FOR-MERLY STOOD,

THE HANDSOME DOUBLE COTTAGE WITH

TWENTY ROOMS

(NICELY FURNISHED), WHICH WAS BUILT AS AN ANNEX TO THE

HOTEL,

TO BE SOLD AT AUCTION.

ON WEDNESDAY, JUNE 17, 1891.

By J. H. Valentine, Auctioneer.

D. A. Timberlake, Salesman, 1536 Main street.

SATURDAY, JUNE 13, 1891.

FOR SALF.

**\$300 CASH** 

BALANCE IN SMALL MONTHLY PAYMENTS

will buy a nice

HOUSE IN THE WEST END

WITH EIGHT ROOMS, BATH, HOT AND

COLD WATER.

A very nicely-located FARM of 209 acres in

A very nicely-located FARM of 20 acres in Goochland county, two miles from railroad station, and thirty-two miles west of Richmond. it is in a thickly-settled neighborhood, close to church, store, postoffice and high school. No healther spot could be found in the entire

About one-third of the farm is in wood, balance cleared. Watered by spring branches, and good well of pure soft water in yard. This farm being in such a healthy location and so convenient to railroad would make a desirable summer home for anyone doing business in Richmond. Price \$3.000, on easy terms. For particulars, apply to

W. A. PARSONS.

No. 2 North Ninth street, Richmond. Va.

A MODERN WATER MOTOR IS FOR SALE.

REAL ESTATE AGENTS.

L. M. BLANTON, J. C. GREEN,
Reference,
L. National Lank of

Real Estate.

BLANTON & GREEN,

Agents for the Sale, Rental and Management of City and Suburban Property.

MONEY TO LEND ON CITY PROPERTY Office No. 819 East Main St., RICHMOND, VA

REAL ESTATE AGENT.

BROKER AND NOTARY PUBLIC.

700 WEST BROAD STREET, RICHMOND, VA.

Solicitor for the Norwich Union Fire Insurance Society of London, England. Amount insured,

270,000,000. Losses paid. £8,000,000. Office of West End Building Fund Associatio to. 2. mh19-th.sa.tu3m

**CHAMPION REPAIRS** 

FOR

Reapers, Mowers and Binders.

INCLUDING

SECTIONS, KNIVES, BOLTS, CASTINGS,

and all other kinds of Repairs and Extra Parts for

the OLD CHAMPION MACHINES constantly on hand. Any part of any CHAMPION HARVEST-

ING MACHINE sold during the last twenty years can be promptly supplied. These Repair Parts are made from the original patterns and are

WARRANTED TO FIT.

I also have exclusive control of

THE NEW WHITELEY MACHINES

"TRICYCLE" MOWER

AND

"OPEN-END" BINDER,

"The Finest Pair of Machines on Earth."

ISAAC S. TOWER.

State Agent,

1528 MAIN STREET, RICHMOND, VA.

Loans and Investments negotiated.

F. E. THOLL.

leference, y Bank of himond, Va. Merchants National Bank of himond, Va. Williamsport, Pa

MEDIUM-SIZED HAND A medium-sized hand elevator made by H. M. Smith & Co., will be sold low Apply at The Times office.

R. B. CHAFFIN & CO.

Large lot.

Call and see it.

FOR SALE CHEAP.

ON RICHMOND AND DANVILLE BAILROAD,

SHORTEST AND QUICKEST ROUTE SOUTH AND SOUTHWEST. SCHEDULE IN EFFECT MAY 31, 1891.

RAILROADS.

RICHMOND & DANVILLE R. R.

LEAVE RICHMOND:

TRAIN No. 11, 2:55 A. M.

SOUTHERN EXPRESS, daily for Danyille, Directory, Winston - Salem. Durham, Raleigh, Randleman, Salisbury, Asheville, Hot Springs, Charlotte, Columbia, Aiken, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas and California. Pullman palace aleeping-cars Richmond to Danville and Danville to Asheville, Birmingham and New Orleans.

TRAIN No. 2, 3 P. M.

FAST MAIL, daily, for all points South and Southwest. Connections at Mosely Junction for Farmyille and Powhatan railroad; at Reysville for Clarkeville, Oxford, Henderson, Durham and Raleigh (through coach Richmond to Raleigh; at Danville with Pullman Sleeper for Augusta and Atlanta; also with the Washington and Southwest Vestionied Limited; at Gresnsboro for Durham, Raleigh, &c.; also with Pullman Sleeper for Knoyville via Ashoville.

TRAIN No. 17, 5 P. M.

A MELIA ACCOMMODATION, daily except Suday for Amelia Courthouse and intermediate points.

Train No. 12, 7:00 A. M.; No. 10, 4:10 P. M.; No. 18, 845 A. M.

YORK RIVER LINE VIA WEST POINT.

YORK RIVER LINE VIA WEST POINT. DAILY EXCEPT SUNDAY.

THE FAVORITE ROUTE TO BALTIMORE, PHILADELPHIA AND NEW YORK.

PHILADELPHIA AND NEW YORK.

LEAVE RICHMOND:
TRAIN No. 10, 3:10 P. M.

LOCAL EXPRESS, daily, except Sunday.
Stops at all stations. At Lester Manor connects with stage for Walkerton; also connects with Baltimore steamer at West Point.

TRAIN No. 16, 4:45 P. M.

DALITMORE LIMITED, daily, except Sunday, for West Point, connecting with York river steamers for Ealtimore. At Baltimore steamers connect with Baltimore and Ohio railroad for Washington, Philadelphia and New York. FARE: Richmond to Baltimore, \$2; to Washington, \$3; to Philadelphia, \$4:80; New York, \$7:30.

STEAMERS LEAVE BALTIMORE 5 P. M.
FOR WEST ROINT, daily, except Sunday, thence by Richmond and Danville railroad to Richmond, arriving at 9:15 A. M. and 10:40 A. M.

TRAIN No. 40, 7:40 A. M.

LOCAL, MIXED, daily, except Sunday; leaves Twenty-third street station for West Point and intermediate points.

Ticket office at station foot of Virginia street open 8:30 A. M. to 6:00 P. M., and from 9:00 to 2:55 A. M.

City ticket office, 901 Main street.
SOL. HAAS.

JAS. L. TAYLOR.

at 4 P. M., on the premisees, we will sell that attractive and beautiful PROPERTY located as above.

1. The HOTEL GROUNDS, which is the prettiest and choicest part of the BON AIR PROPERTY, fronting 400x409 feet at the corner of Chesterfield avenue and Buford street, to be divided into smaller lots.

2. The BEAUTIFUL COTTAGE nearly opposite, containing 20 rooms, nicely furnished, and complete in every appointment, with lot at corner Chesterfield avenue and Buford street, 400x 200 feet deep. This property is to be sold as a whole, including FURNITURE.

Bon Air is known far and wide as a perfectly healthy place, the atmosphere being cool and refreshing. Its nearness to the Richmond markets and easy accessibility by regular trains both morning and evening make it the most attractive summer resort near the city. About two dozen handsome cottages have been built, and are eccupied by Richmond families nearly the whole year, making the society charming and arrecable. Parties attending the sale will leave Richmond and Danville depot at 3 P. M. on regular train and return same evening.

Terms: One-fourth cash: balance six, twelve, and eighteen months, with interest added, secured by deed of trust.

FRANK D. HILL & CO., je9-8t

City ticket office, 901 Main street.
SOL. HAAS,
Traffic Manager.
JOSEPH S. POTTS. Div. Pass. Agent.

TRUSTEE'S SALE OF STOCK OF CANDY JARS, SHOW CASES, CANDY BOXES. CANNED GOODS DESKS, COUNTERS, AND COMPLETE OUTFIT OF A FIRST-CLASS CANDY MANUFACTURING ESTABLISH-MENT, BOOKS, OPEN ACCOUNTS AND UNEXPIRED LEASE OF STORE, AT PUBLIC AUCTION.—By virtue of a deed of trust executed to me as trustee by C. Gray Bossieux, duly recorded in the clerk's office of the Chancery Court of the city of Richmond, I shall proceed to sell to the highest bidder, on the premises, No. 1412 east Main street, on at 10 o'clock, A. M., the stock and fixtures, consisting of Candy Box Goods, Can Goods, Teas, Glass Goods, Extracts, Matches, &c., &c.

Terms announced at sale.
L. C. MINOR, Trustee.
D. A. TIMBERLANE, Salesman. je 5-55

Traffic Manager. Gen. Passenger Agent.

JOSEPH S. POTTS. Div. Pass. Agent.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.—Scheinla commencing at NE Str., 1891. Eastern standard time:

8:04 A. M., leaves Byrd-street station daily;
stops only at Ashland. Bothwell,
Milford, Fredericksburg, Brooks
and Widowater. Sleeper Washington and New York. Arrives at
Washington at 12:01 P. M.; Baltimore, 1:17 P. M.; Philadelphia, 3:47
P. M.; New York 6:30 P. M.

11:50 A. M., leaves Byrd-street station daily except Sunday. Buffet Parlor Car
Richmond to New York. Arrives
at Washington at 4:10 P. M.; Baltimore, 5:24 P. M.; Philadelphia, 7:49
P. M.; New York 10:35 P. M.

7:00 P. M., leaves Byrd-street station daily.
Sleeping car Richmond to New
York. Stops only at Ashland. Bothwell, Milford, Fredericksburg,
Brooke and Widewater. Stops at
other stations on Sundays. Arrives
at Washington at 11:08 P. M.; Baltimore, 12:35 A. M.; Philadelphia, 3:33
A. M.; New York, 6:30 A. M.

8:50 A. M., arrives at Byrd-street station daily.
Sleeper from New York. Stops only
at Widewater, Brooke, Fredericksburg, Milford, Bothwell and Ashland. Stops at other stations on
Sundays. Leaves Washington at
4:20 A. M.

2:28 P. M., arrives at Byrd-street station daily.

Sundays. 2:38 P. M., arrives at Byrd-street station daily.
Stops at Fredericksburg, Milford,
Bothwell and Ashiand. Sleeper
from Washington and New York
does not stop at kiba. Leaves Washington at 10:38 A. N.
9:30 P. M., arrives at Byrd-street statuon daily
except Sunday. Buffet Parior Car
New York to Richmond. Leaves
Washington at 2:38 FREDERICKSHIEM.

Washington at 330 P. M. DAILY EXCEPT SUNDAY.
4:13 P. M., leaves Eiba; arrives at Fredericks-burg at 6:40 P. M.
8:25 A. M., arrives at Elba; leaves Fredericks-burg at 6:05 A. M.

ASHLAND TRAINS.

ASHLAND TRAINS.

6:48 A. M., leaves Eiba; arrives at Ashland at 7:31 A. M.

6:34 P. M., leaves Eiba; arrives at Ashland at 7:33 P. M.

6:45 A. M., arrives at Eiba; leaves Ashland at 6:05 A. M.

6:18 P. M., arrives at Eiba; leaves Ashland at 5:30 P. M.

C. A. TAYLOB, Traffic Manager.

E. T. D. Myras, General Superintendent.

State.

The land lies nicely for cultivation, only slightly rolling, and the soil is adapted to the raising of grain and grass. Mica has been recently discovered on the farm. The improvements consist of a Frame Dwelling, two stories, containing eight rooms besides hall and closets. Outbuildings consist of Barn. New Stable for twelve cows. Carriage-house. Poultry house, Office, Out-Kitchen, Quarter, &c., Good Garden, Orchard with Apples, Peaches, Pears, Cherries, Quincos, &c.

About one-third of the farm is in wood, balance cleared. Watered by spring branches, and A TLANTIC COAST LINE

RICHMOND AND PETERSBURG RAILROAD TIME TABLE. Commencing SUNDAY, MAY 24, 1891. at 3 A. M., trains on this road will run as follows:
TRAINS SOUTH WARD.

No. Richmond. Petersburg.

7:00 A. M. 8:10 A. M. Sunday Acc tion.
9:00 A. M. 9:30 A. M. Norfolk Special.
9:15 A. M. 10:50 A. M. Through Train.
10:05 A. M. 10:50 A. M. Accommodation
12:40 P. M. 1:35 P. M. Accommodation
2:58 P. M. 3:25 P. M. Fast Mail.
15:45 P. M. 6:40 P. M. Norfolk Connec n.
4:50 P. M. 5:47 P. M. Sunday Acc tion.
11:30 P. M. 12:70 P. M. Accommodation.

TRAINS NORTHWARD.

Leave Arrive Petersburg, Richmond.

\*Daily. STOPPING PLACES. Nos. 14, 33 and 26 make no stops. Nos. 23 and 28 stop on signal at Manchester, Centralia and Chester.

Norfolk.

Trains leaving Richmond at 10:05 A. M. and 1: P. M., and arriving at Richmond at 7:44 A. M. and 1:40 P. M. make close connection at Petersburg to and from Farmville, Lynchburg and southwestern points. Frain leaving tichmond at 10:05 — has through car for Lynchburg, Koanoke and Radford.

R. M. SULLY,

Superintendent

E. T. D. MYERS, General Superintendent. T. M. EMERSON, General Passenger Agent.

FARMVILLE AND POWHATAN RAH.ROAD

Street.—Schedule in effect M \ Y 21, 1891.

LEAVE RICHMOND:

5:45 P. M., via Atlantic Coast Line for Bermuda.

9:15 A. M., via Atlantic Coast Line for Winterpools and intermediate stations.

9:15 A. M., via Atlantic Coast Line for Winterpock and intermediate stations.
3:00 P. M. via Richmond and Danville railroad
for Farmville and all stations west
of Mosely Junction.
ARRIVE AT RICHMOND;
8:30 A. M., via Atlantic Coast Line from Bermuda.
6:28 P. M., via Atlantic Coast Line from Winterpock and intermediate stations.
4:10 P. M., via Richmond and Danville from
Winterpock, Farmville and intermediate stations.
8:45 A. M. via Richmond and Danville Pailwood.

8:45 A. M. via Richmond and Danville Railroad, from Farmville and intermediate stations to Mosely Junction.

All trains daily except Sunday.

For tickets, baggage checks, time-tables, &c., call upon A. W. GARBER, the Atlantic Coast Line and Richmond and Danville depots.

General Freight an | Passenger Agent.

JAMES R. WERTH, General Manager. applying

ForMalaria, Liver Trouble, or Indigestion, use BROWN'S IRON BITTERS

RAILROADS.

N& W NorfolkaWestern R.R.

SCHEDULE IN EFFECT MAY 24, 1391.

LEAVE RICHMOND:

BYRD-STREET STATION.

9:00 A. M., daily, via Fetersburg. Richmond and Norfolk through express. As rive Norfolk 11: a A. M. Stops only at Petersburg. Waverly and Suffolk daily, via Fetersburg. Arriva sa Petersburg 10:00 A. M., No. 3 leaves Petersburg 11: 5 A. M. for Farmaville, Lynchburg and all points mond to Roanoke and Radford.

12:40 P. M., daily, via Petersburg. Arriva at Petersburg at 1: 5 P. M., daily, leaves Petersburg at 1: 5 P. M., daily, arriving at Lynchburg at 6: 60 P. M. No connecting with Train No. 1, leaving Petersburg at 12:30 A. M. connecting with Train No. 1, leaving Petersburg at 12:30 A. M. connecting with Train No. 1, leaving Petersburg at 12:30 A. M. connecting with Train No. 1, leaving Petersburg at 12:30 A. M. connecting with Train No. 1, leaving Petersburg at 12:45 A. M. for Farmvilla Lynchburg and all points South and West. Pullman palace deeper between Richmond and Lynchburg Berths ready for occupancy at 1 P. M. PING-CAR ACCOMMODA.

Berths ready for occupancy at a P. M.

PULLMAN SLEEPING-CAR ACCOMMODA.

TONS.

No. 1—Sleeping-car Richmond to Lynchburg.
also Petersburg to Bristol without change.
leaving Petersburg daily at 12:45 A. M. Fullman sleeper 1 canoke to Memphis and New trease without change.

No. 3—Through coach Richmond to Roanoke and Radford. Pullman sleeper Boanoke to Memphis, without change.

Tickets, baggage-checks, and all information can be obtained at lichmond and Petersburg railroad depot. A. W. Garber's, 101 Main street, and at the Company's officed cast Main street, and the Company's o

Passenger Agent. W. B. BEVILL General Passenger Agent.

General Office, Roanoke, Va. CHESAPEAKE AND OHIO RAILWAY COM.

SCHEDULE IN EFFECT JUNE 1, 1801.

8:40 A. M., daily, for Old Point and Norfolk, Pullman sleeping-car Roncoverts to Old Point.

11:00 A. M., express, daily, for Cincunast Through day coach to Cincunast Pullman Sleeper Old Point to Roncoverts.

8:20 P. M., express, daily, for Old Point and

8:20 P. M., express, daily, for told Point and Norfolk, Pullman, Sicephag Car Gunnati to Old Foint, See Standay, for Gordonsville and Grange.

10:20 P. M., the F. F. V. Limited, daily, Pullman Sleeping Car Old Foint to Change Canada, Soil vestibule train, with dining-car and Pullman, dorswille to Cincinnati and Pullman to Louisville.

to Louisville.
ARRIVE RICHMOND:
8:20 A. M. and 2:35 P. M., daily, from Cincin-7:45 P. M., daily except Sunday, from Hinton 10:50 A. M. and 6:50 P. M., daily, from Norfolk Station, Broad street near Seventeenth.

JAMES RIVER DIVISION.

9:00 A. M., mall, dally, for Lynchburg, Natural Prisige, Lexington, Euena Vica, Glasgow and Clifton Forge, Par-

4:20 P. M., except Sunday, for Lynchburg, examinating with a train leaving Lynchburg at 6:30 P. M., except Sunday, for Lynchburg at 6:30 A. M. for Natural Emission, Larington and Cliffon Forge, Sleeping-car to Lynchburg Allity LAT hit of MOND.

6:20 P. M., daily, from Cliffon Forge, Station, Eighth and Canal streets.
For further information apply to A. W. Gas. For further information apply to A. W. Gar-ber's office, 901 cast Main street; Chesareaka and Ohio Railway Company's stations; thesa-peake and Ohio general office, Eighth and Main-Division.

Division Passenger Agent RICHMOND AND SEVEN PINES BAILWAY STUMER SCHEDULE. UNION LINE ELECTRIC CARS CONNECT WITH ALL TRAINS.

6:30 A. M.; 7:30 A. M. 8:80 P. M.; 7:15 P. M. 1 P. M.; 6:15, P. M. SUNDAY. 10 A, M.; 12 M. 2 P, M.; 4 P, M.; 7:30 P, M. 1 P, M.; 8 P, M.; 6:30 P, M.

DAILY

Round trip tickets twenty-five cents. STEAMSHIPS.

OLD DOMINION STEAMSHIP COMPACT FOR NEW YORK. Steamer leave Richmond EVERT TUESDAY and FRIDAY at 5 P. M. Manifest closed one hour before sailing time.

hour before sailing time.

Steamerss leave New York for Richmont EVERY WEDNESDAY and SATURDAY at 3 ?

M. arriving in Richmond MONDAY and SRI-DAY mornings.

Passenger accommodations unsurpassed.
Cabin fare to New York via James river route uncluding meals and bertin.

Round-trip tickets, limited to thirty days after date of issue.

Steerage, with subsistence.

50 Steerage, without subsistance.

50 Cabin fare via Chesapeako and Ohio Bailroad.

Cabin fare via Richmond and Petersburg Cabin fare via Richmond and Petersburg
Railroad
Tickets can be obtained at A. W. Garbers
201 Main street. Chesapeake and Ohio and Richmond and Petersburg depots, and at company
offices, 1301 Main street and wharf. Rocketts.
Freight received daily until 2 P. M.
Passengers leaving Richmond on MONDAYS,
TUESDAYS, WEDNESDAYS, THURSTAYS and
SATURDAYS by the Chesapeake and Ohio railway (via Newport News) at 2.2 P. M., and by
Richmond and Petersburg railroad, some day at
9:00 A. M. will make connection at NORFOLK
with steamer leaving those days.
GEORGE W. ALLEN & CO., Agents.
No. 1301 Main street, and
iy19-tf Company's Wharf, Rockatts

VARGINIA STEAM BOAT COMPANY

VIRGINIA STEAMBOAT COMPANYS
JAMES RIVER LINE
FORTHE SEASHORE, CHEAPEST AND MOST
PLEASANT BOUTE TO OLD POINT
NORFOLK, PORTSMOUTH,
VIRGINIA BEACH,
OCEAN VIEW, NEWPORT NEWS, CLAREMONT, AND JAMES RIVER
LANDINGS At OLD POINT and NORFOLK closely with

all lines for campton, va. Washington D. C. Baltimore, Philadelphia and New York, Virginia Beach and Ocean View same afternoon; also at Norfolk for Eastern North Carolina and the South.
At NEWPORT NEWS for Smithfield, Va.
And at CLAREMONT with the Atlantic and
Danville Railroad for Waverly, Hicksford and

And at CLAREMONE with the Atlante and Danville Railroad for Waverly, Hicksford and all stations.

ONLY ALL, WATER ROUTE.

JAMES RIVER BY DAYLIGHT.

GREAT TOURIST LINE.

JAMESTOWN, DUTCH GAP, AND WAR SCENERY.

RATES LESS THAN HALF CHARGED BY EARL TO OLD POINT AND NORFOLK \$1.30

STRAIGHT: \$2.50 ROUND TRIP; \$4

SECOND-CLASS, FIRSTCLASS MEALS.

The elegant and fast steamer
ARIEL.

CAPTAIN DEVO.

(carrying United States mail:
leaves Richmond ever;
MONDAY, WEDNESPAY AND FRIDAY AT? A.

M. (STREET-CARS GO DIRECTLY TO STRAM-ER'S WHARF; for above named places. Returning, the steamer leaves Norfolk, Old Foint and Newport News on alternate days, arriving at Richmond about 6 P. M.

Through tickets on sale on steamer and at Garber's Agency, No. 301 Main street, Baggage checked through.

STATE-ROOMS ENGAGED FOR DAY OR

Garber's Agency, No. 301 Main street, Bassage checked through.

STATE-BOOMS ENGAGED FOR DAY OR NIGHT.

BY NIGHT or DAY to NORFOLE, OLD POINT, VIRGINIA BEACH, OCEAN VIEW and DUTCH GAP can now be booked for the coming scason FREIGHT.

Freight received daily for Norfolk, Portsmouth, Smithfield, Hampton, Old Point, Waverly, Hicksford and Alexandria, Va.: Washington, D. C., Newberne, Washington and Iarboro, N.C.; all stations on Atlantic and Dasville, Scaboard and Roanoke, Norfolk Southern and Farmville and Powhatan Haircada, and Eastern North Carolina generally: also, for Eastern Shore of Virginia and all regular landings on the James river at LOWEST HAIRS and through bills issued.

LUCIEN E TATUM, Vice-President.

LUCIEN E TATUM, Vice-President.

INCHEM E TATUM, Vice-President.

BYIN WEISIGER, Freight and Passenger Agents my29-tf

DHILADELPIA. RICHMOND AND NOR-

PHILADELPIA. RICHMOND AND NOB-FOLK STEAMSHIP COMPANY.
Appointed salling days every TUESDAY and FRIDAY at 12 M., and every SUNDAY at 5 A. M. Freight for Tuesday's and Friday's steamers received till 11:30 A. M. For Sunday's steamers refectived till 11:30 A. M. For Sunday's steamers referenced til

DENTISTS.

WILFRED A. PLEASANTS, D. D. S.

DENTAL OFFICE, 407 EAST MAIN STREET, RICHMOND, VA.
Office hours: 9 A. M. to 6 P. M.
[occi-iv]